

JUGGERNAUTS TIED UP.

Continued from First Page.

of this company having abruptly left its service, an opportunity is now given to all loyal men who have struck against their will to be reinstated, provided they will make their applications by 12 o'clock noon on Wednesday, January 16. Such men will be given employment (with guaranteed protection) in the same positions as they held before, and will be paid the wages and salaries assigned them accordingly. Otherwise they will be considered discharged and every vacancy will be filled by a new man as soon as his services can be secured.

Mr. Norton said that no attempts would be made to run other cars than those of the mail route until to-morrow noon. This would give the men ample time to consider the matter, and he believed that they would consider it reasonably, and would be paid off to-day.

Notice was given by both Presidents Lewis and Norton to the Mayor and Sheriff of the city, and that the companies would look to the city and county for the protection of their property. Rewards of \$100 were offered by both presidents for the arrest of any one tampering with the electric wires. Notices were conspicuously posted at the carhouses and depots setting forth the penalties of the law for destroying or interfering with property. Police Commissioner Welles said that men would be detailed to protect the cars on the Flatbush-ave. line, and the Brooklyn and Flatbush Company as well as the Court-st. line to-day.

TRUCKS AND STAGES "TROTTERED OUT."

Enterprising truckmen with vans did a considerable business in conveying people uptown from the Bridge last evening, and a number of old-time tages and omnibuses were brought out. No effort was made by the Brooklyn City and Newtown Company to run cars on its lines in DeKalb and Franklin ayes yesterday. President Partridge said that he believed the men had

ELEVATED TRAINS CROWDED.

NO INDICATIONS OF A STRIKE ON THE ROADS.

TRENDONOUS TRAFFIC ON THE LINES—ELEVATED CAR AND EMPLOYEES PRESSED INTO SERVICE—THE MANAGERS EXPECT

NO TROUBLE AMONG THE MEN.

There was no indication last night, as far as a reporter for The Tribune could find out, that the strike on the trolley roads would extend to the elevated roads. A number of the conductors and other employees of both the Brooklyn Union and the Kings County elevated railroads were seen, and they were all of the same opinion—that the men, for the present, at least, had no intention of going on strike, nor did they give the impression that they would even seriously entertain just now any overtures to do so from the surface roads' strikers or anybody else. Their sympathies, however, are plainly with the strikers, who, they say, have made railroad systems in the city.

The Brooklyn Union road, with its numerous branches, is much larger and more important, both as to the number of men employed, and in the amount of business done. It is also on this road that some of the employees are Knights of Labor men.

All the conductors of the road seen last night were of the opinion that there was little likelihood of the strike going out. They said that the settlement made between the men and the officials was satisfactory for the present, at least. The conductors had received a promise of a raise of 10 per cent in their wages when certain conditions were brought about, and they were willing to wait a reasonable time. Although the surface roads receive only \$10 a day, while the surface roads get \$12, they had to work only ten hours, and all over time received extra pay. Then again, all work over six hours is counted as eight hours, and nine and a half hours counts as a full day.

It was rumored that there was a possibility of trouble occurring on the Kings County Elevated road, but upon investigation it could not be verified. None of the conductors on this road are K. of L. men, the reporter was informed. He was also told that they had no organization and were not in favor of striking. They also have had a promise of an increase of 10 per cent in their wages when business improves, and are content to wait until it does. The employees of this road also work ten hours a day.

It was said yesterday that a committee from the strikers were at work among the elevated roads' employees, trying to get the latter to join them and make the suspension of transportation practically complete.

SUPERINTENDENT BARTON NOT WORRYING.

Superintendent Isaac D. Barton, of the Brooklyn elevated road, said yesterday that he did not believe the employees of the company would strike, although it was impossible to tell what men might do in times like these. The men he had talked with during the day, he said, seemed contented and gave the mails.

GENERAL MANAGER SUPERINTENDENT BOGARDUS.

meeting of the members of District Assembly No. 75 was called for 1 a. m. to-day, but no information was given what the meeting was called upon to consider.

Master Workman Connelly said the reports of the trouble on the Fifth Avenue road were grossly exaggerated. He said he believed that the crowd which had made up of men not connected in any way with the labor organization, and that few, if any, motormen or conductors participated in it. He also said that the reports of serious injury to any one were exaggerated. The car was in charge of the starter, whose name is Jackson, and it was said that his head was badly cut by a stone thrown by some one in the crowd. He was not much hurt.

WONT STAND DELAYS OF MAILS.

Postmaster Sullivan said, in regard to interference with the mails, that the delivery of the first mail on the lines where mailcars are run was delayed, but that the mail was carried to the cars were in operation. The carriers have been in the habit of riding on the trolley cars were also delayed, as some of them had long distances to walk. Mr. Sullivan said that the duty of the police is to keep order and protect property so that the mails will not be interfered with. If they fail the Sheriff, with the aid of the Governor, is charged with the duty. If they fail in this the Federal authorities will be called upon. Because the State of Illinois failed to protect lives and property it does not follow that the great Empire State will fail. But if such an emergency arises, it will report to the Postoffice Department at Washington, and steps will be taken to insure the adequate protection of the mails.

MAYOR SCHEREN WILL PRESERVE THE PEACE.

Mayor Scheren was officially informed of the condition of things upon their lines by the presidents of the Brooklyn Heights and Atlantic Avenue companies. He said, in regard to the tie-up, "I represent the people of the city who stand between the railroad companies and their employees, and are the chief sufferers from the suspension of traffic. I regret that the present state of things exists, and hope it will be speedily ended. The city authorities will do everything in their power to see that the peace of the community is preserved."

AT THE STRIKERS' HEADQUARTERS.

CHAIRMAN CONNELLY AVERS THE TROUBLE IS A LOCKOUT AND NOT A STRIKE.

The headquarters of the Executive Board of Assembly No. 75, Knights of Labor, was established yesterday morning at Muggs's Hall, 477 Bridge-st., near Fulton. The city general headquarters of the strikers is at this place, where the board, consisting of Martin J. Connelly, chairman; Andrew D. Best, P. J. Collins, John Giblin and one or two others, spent the greater part of the day and night in discussion. The sessions began at 10:30 in the morning, and the question before the board was the course to be pursued regarding the Brooklyn and Newtown Company. The demands of the men and Connelly Island road. The demands of the men had all been accepted, and the men had reached on all points except the increase in pay of 25 cents a day. Andrew D. Best said he believed there would not be a strike on the road, as the president and the men were close together on matters in dispute. Mr. Best said also that no disturbance need be feared.

ONLY A FEW OF THE STRIKERS WERE IN THE CITY.

Instructions were given for them to keep away from the Executive Board feared that it might otherwise be too much bothered with questions about the status of the strike. Edward J. Feeney, of the State Board of Arbitration, dropped in later for a short talk.

IN THE AFTERNOON, AS A RESULT OF A CONFERENCE

held and arranged with President Stoen, the day and Smith st. line, it was given out that there had been a break in the ranks of the companies, and that President Stoen had signed an agreement which was satisfactory to his men.

"President Stoen," said John Giblin, secretary of the board, "has agreed to the demand that cars be run in conformity to the State law, which provides that no motorman or conductor shall work

more than ten hours a day. This is satisfactory to us. We waived the demand for increase of pay. We offered the same terms to Lewis and Norton and Wicks, but they would not agree to live up to the law. They wanted to violate the law for their benefit, and would make no concessions in return. I see that President Norton has given us a word of advice. He says that he will return to work. We regard this as a sign of weakness on his part."

"Will the board call on Lewis again?"

"Not unless he sends for us."

"Nor on Norton, or Wicks, or Partridge?"

"No."

District Master Workman Connelly, Mr. Best, J. Giblin and Mr. Collins called on President Stoen at 10 o'clock, and in conference with him for a couple of hours. Before they went away they and Mr. Stoen had arranged things amicably and had signed a new agreement.

Mr. Stoen's roads were the only ones not tied up, and he got the benefit of the other companies' lost traffic.

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